

(19)



Europäisches Patentamt

European Patent Office

Office européen des brevets



(11)

EP 1 113 516 A1

(12)

EUROPEAN PATENT APPLICATION

(43) Date of publication:
04.07.2001 Bulletin 2001/27

(51) Int Cl.7: **H01M 8/04**(21) Application number: **00124165.2**(22) Date of filing: **07.11.2000**

(84) Designated Contracting States:
**AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU
MC NL PT SE TR**
Designated Extension States:
AL LT LV MK RO SI

(72) Inventors:
• **Rock, Jeffrey Allan**
Rochester, New York 14625 (US)
• **Plant, Lawrence Bruce**
Milford, 48381 Michigan (US)

(30) Priority: **22.12.1999 US 470366**
10.04.2000 US 546404

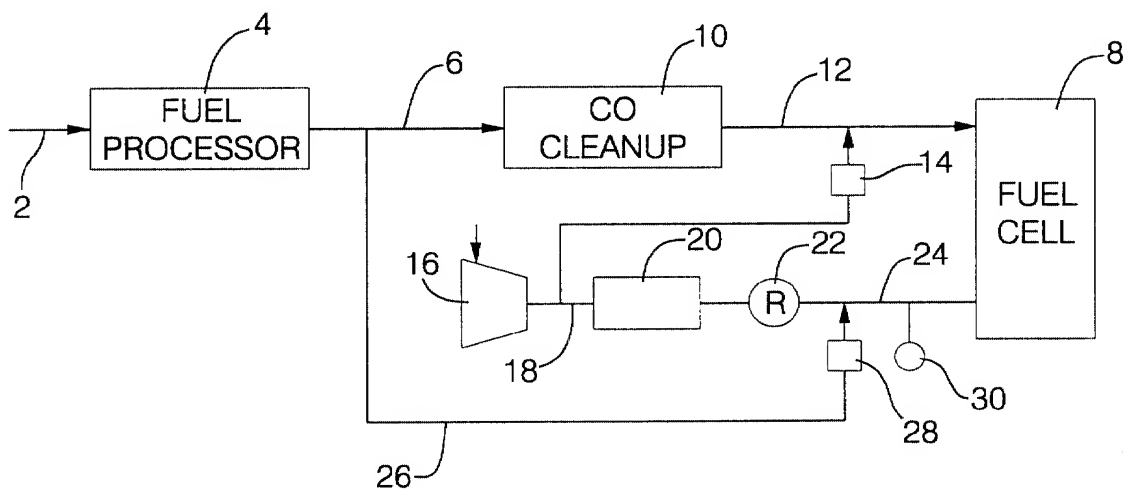
(74) Representative: **Manitz, Finsterwald & Partner**
Postfach 22 16 11
80506 München (DE)

(71) Applicant: **General Motors Corporation**
Detroit, Michigan 48265-3000 (US)

(54) Method of cold start-up of a PEM fuel cell

(57) A method of heating a cold MEA to accelerate cold start-up of a PEM fuel cell. The MEA is locally heated from below freezing to a suitable operating temperature by the exothermal chemical reaction between H_2

and O_2 on the anode and/or cathode catalysts. To their end, H_2 is introduced into the O_2 -rich cathode feed stream and/or O_2 is introduced into the H_2 -rich anode feed stream.

**EP 1 113 516 A1**

Description

[0001] This is a Continuation-In-Part application of Serial No. 09/470,366 filed on December 22, 1999.

TECHNICAL FIELD

[0002] This invention relates to PEM/SPE fuel cells, and more particularly, to a method of starting-up such fuel cells from subfreezing temperatures.

BACKGROUND OF THE INVENTION

[0003] Fuel cells have been proposed as a power source for many applications. So-called PEM (proton exchange membrane) fuel cells [a.k.a. SPE (solid polymer electrolyte) fuel cells] are particularly desirable for both mobile (e.g. electric vehicles) and stationary applications. PEM/SPE fuel cells include a "membrane electrode assembly" (hereafter, MEA) comprising a thin proton-conductive (i.e. H^+ -conductive), solid-polymer, membrane-electrolyte having an anode on one of its faces and a cathode on the opposite face. The solid-polymer membranes are typically made from ion exchange resins such as perfluorinated sulfonic acid. One such resin is NAFIONTM sold by the DuPont Company. Such membranes are well known in the art and are described in U.S. Patent 5,272,017 and 3,134,697 as well as in the Journal of Power sources, Vol. 29, (1990), pages 367-387, *inter alia*. The anode and cathode typically comprise finely divided catalytic particles either alone or supported on the internal and external surfaces of carbon particles, and have proton conductive resin intermingled therewith. The anode and cathode catalysts cover opposite faces of a solid polymer membrane electrolyte.

[0004] The MEA is sandwiched between a pair of electrically conductive current collectors for the anode and cathode. The current collectors contain channels/grooves on the faces thereof defining a "flow field" for distributing the fuel cell's gaseous reactants (i.e. H_2 and O_2) over the surfaces of the respective anode and cathode catalysts. Hydrogen is the anode reactant (i.e. fuel) and can either be in a pure form or derived from the reformation of methanol, gasoline or the like. Oxygen is the cathode reactant (i.e. oxidant), and can be either in a pure form or diluted with nitrogen (e.g. air). The overall electrochemical reaction occurring at the MEA under normal fuel cell operation is: (1) H_2 is oxidized on the anode catalyst to form $2H^+$ ions and releases 2 electrons to the external circuit; (2) the H^+ ions move through the membrane to its cathode side; (3) the 2 electrons flow through the external circuit to the cathode side of the membrane where they reduce the O_2 on the cathode catalyst to form O^- ions; and (4) The O^- ions react with the H^+ ions on the cathode side of the membrane to form water.

[0005] It is desirable for many applications, and par-

ticularly electric vehicle applications (i.e. to meet customer expectations), that the fuel cell be capable of being started-up quickly so as to be immediately available to produce the energy needed to propel the vehicle without significant delay. At high ambient temperatures (e.g. about 20 °C or more), the fuel cell stack (i.e. plurality of individual cells bundled together into a high voltage pack) can be started-up in a reasonable amount of time because electrical current can be immediately drawn from the stack which, in turn, causes electrical IR-heating of the stack to quickly heat up the stack to its preferred operating temperature (i.e. about 80 °C). At subfreezing temperatures below about -25 °C, however, rapid start-up is much more difficult, because at these temperatures the rate at which the overall electrochemical reaction occurring at the membrane-electrode-assembly takes place is significantly reduced thereby limiting the amount of current that can be drawn from the stack, and hence the IR-heating that can be inputted to the stack. The precise mechanism for the reaction rate reduction is not known. However, it is believed to be that either (1) the H^+ ion conductivity of the solid polymer membrane electrolytes is so poor at these temperatures, (2) or the effectiveness of the catalysts to electrochemically ionize the H_2 and/or O_2 is so poor at these temperatures, that no significant amount of electrical current can be drawn from the stack, and no corresponding IR-heating thereof can occur.

SUMMARY OF THE INVENTION

[0006] The present invention comprehends a method of heating the MEA of a PEM fuel cell while it is cold to thaw it out and thereby accelerate cold start-up of the fuel cell. The method applies to single cells as well as a stack of such cells. The fuel cell has a MEA that comprises a proton-conductive membrane, a cathode catalyst supported on a first face of the membrane, and an anode catalyst supported on a second face of the membrane opposite the first face. In accordance with the present invention, the MEA is thawed out by locally heating it using the heat generated by the exothermal chemical reaction between H_2 and O_2 on the anode and/or cathode catalyst(s) which raises the MEA's temperature from a first subfreezing temperature to a second temperature which is above the first temperature and which enhances the rate of the overall electrochemical reaction occurring at the MEA. More specifically, the method of the present invention comprises the steps of: (1) supplying a H_2 -rich gas (e.g. pure H_2 or CO-containing reformat) to the anode catalyst and a O_2 -rich gas (e.g. pure O_2 or air) to the cathode catalyst; (2) introducing a sufficient quantity of H_2 into the O_2 -rich gas, and/or a sufficient quantity of O_2 into the H_2 -rich gas to exothermally chemically react the H_2 with the O_2 , and thereby assist in heating the MEA up to a second temperature where current can be drawn from the fuel cell; (3) discontinuing the introduction of such quantities of H_2 and/

or O₂ after the MEA reaches a suitable temperature at or above the second temperature; and (4) drawing electrical current from the fuel cell to assist in completing the heating of the fuel cell up to its normal operating temperature.

[0007] The H₂-rich gas that fuels the anode may be the source of the H₂ provided to the O₂-rich cathode gas, and air may be the source of the O₂ provided to the H₂-rich gas. The amount of H₂ introduced into the O₂-rich gas is such as would produce a mix having a hydrogen content of about 0.5% to about 3.5 % by volume. O₂ concentrations as low as about 1% and as high as 7% by volume (i.e. when mixed with the H₂-rich gas) can be used when pure H₂ is the fuel. When CO-containing H₂-rich gases (e.g. reformat) are used, O₂ concentrations between 2% and about 7% by volume are preferred.

[0008] The faces of the membrane that support the catalysts each has (1) a leading edge that first contacts the O₂-rich/H₂-rich gas (es), and (2) a trailing edge that last contacts O₂-rich/H₂-rich gases as the gas (es) flow over the appropriate cathode or anode face. During the thawing step of this invention, the O₂-rich and/or H₂-rich gases may be flowed across their associated MEA faces from the leading edge toward the trailing edge at a flow rate greater than the flow rate used for the normal operation of the fuel cell once it has reached its normal operating temperature. This higher rate insures that much of the O₂ and/or H₂, as appropriate, is/are swept downstream of the leading edge to react on catalyst downstream of the leading edge so as to heat the MEA more evenly than would occur if the O₂/H₂ gas were flowed at a slower rate and mostly reacted near the leading edge. In this regard, slow flow rates tends to increase the residence time of the O₂/H₂ near the leading edge which causes more of the O₂/H₂ to react thereat causing uneven heating of the MEA. Hence by way of example, if the flow rate of H₂ through a given stack during normal operations were 0.01 kg/min., a useful flow rate during MEA thawing might be about 0.04 kg/min. Similarly, if the flow rate of O₂ through a given stack during normal operations were 0.16 kg/min., a useful flow rate during MEA thawing might be about 0.64 kg/min. Alternatively, the gas flow channels through which the O₂-rich and H₂-rich gases flow could be configured (e.g. tapered) such that the gas velocity therein changes from a first higher velocity at the leading edge to a second lower velocity downstream of the leading edge which will also serve to effect more even heating of the MEA.

[0009] If the fuel cell stack were shut down "wet" (i.e. with free water present), ice could form atop the catalyst (s) when the stack is subjected to freezing temperatures. Such ice could block access to the catalyst(s) by the H₂ and/or O₂ and prevent the desired chemical reaction from occurring. In the event of such icing, it is preferred to warm (i.e. above the temperature of the MEA) dry H₂-rich and/or O₂-rich gas (es) and pass it/ them through the associated flow field(s) for a sufficient time to de-ice the catalyst(s) before introducing the O₂

and/or H₂ into the fuel or oxidant streams.

[0010] The present invention will better be understood when considered in the light of the following detailed description of one embodiment thereof which is given hereafter in conjunction with the Figure in which:

BRIEF DESCRIPTION OF THE DRAWINGS

[0011] The Figure is a simplified schematic of a fuel cell system according to the present invention.

DESCRIPTION OF THE PREFERRED EMBODIMENT

[0012] The Figure depicts a simplified schematic of a fuel cell system in accordance with the present invention. In this embodiment, a fuel processor (e.g. reformer) is used to produce a CO-containing, H₂-rich fuel gas. Alternatively, the H₂-rich gas could be sourced from tanked H₂, adsorbed H₂ (e.g. on carbon), or chemically bound hydrogen (e.g. metal hydride). In the embodiment shown, a hydrogen-containing fuel (e.g. methanol, or gasoline) 2 is supplied to a fuel processor 4 (e.g. steam reformer or autothermal reactor) that catalytically dissociates the fuel into an H₂-rich reformat 6 comprising H₂, CO₂, H₂O and CO. The CO content of the reformat 6 is usually too high for the fuel cell stack 8 to accommodate -- so the reformat 6 passes one or more CO clean-up devices 10 which typically includes a water gas shift reactor and a preferential oxidation reactor, both of which are well known in the art and do not form a part of the present invention. After the CO content has been reduced to satisfactory levels, the reformat feed stream 12 is fed to the fuel cell stack 8. As a final CO-cleanup measure, a small amount of air (i.e. less than 8 % by volume) is fed into the feed stream 12 via a metering device 14 at the entrance to the stack 8. The metering device 14 may comprise any one of a variety of devices such as a variable orifice injector, a pulse width modulated injector or a fixed-displacement type device so long as it is capable of modulating the flow of air. The air for the metering device 14 is provided by a compressor 16, and is heated therein incident to the heat of compression that is produced in the compressor 16. The compressor 16 also produces compressed air 18 for the cathode side of the fuel cell stack 8 which cathode air is humidified in a humidifier 20 positioned downstream of the compressor 16. A pressure regulator 22 insures that the air supplied to the fuel cell 8 is at an appropriate pressure.

[0013] In accordance with the present invention, sufficient O₂ (i.e. as air) is provided to the H₂-rich feed stream for the anode side of the stack 8 and/or sufficient H₂ supplied to the O₂-rich feed stream for the cathode side of the stack 8 when the stack is at a temperature below about -25 °C to heat-up the MEA(s) in the stack to a temperature of at least about -20 °C, at which latter temperature electrical current can be drawn from the stack and internal IR heating of the stack begun. Ther-

mal start-up of the stack 8 can further be effected by heating the coolant (e.g. with a combustor) that normally circulates through the stack 8 to cool it. Once the stack 8 is up to temperature, heating of the stack coolant is discontinued, and it resumes its normal cooling function. Preferably, the O₂ and/or H₂ used for heating/thawing will continue to flow until the stack has reached a temperature of at least about 0°C to supplement the IR-heating below freezing.

[0014] The O₂ (e.g. as air) can conveniently be supplied to the anode side of the stack 8 via the same metering device 14 that is used for supplying air for the final CO clean-up, *supra*, during normal operation of the stack. However, for the exothermic heating purpose of the present invention, the O₂ will be supplied to the anode side at a rate sufficient to yield a feed stream having an O₂ content of at least 2% by volume and less than about 7% by volume. Once the temperature of the MEA is raised sufficiently (i.e. to above about 0 °C), the O₂ flow rate is reduced down to the desired CO-cleanup level (i.e. less than 1.6 % by volume). Similarly, the H₂ is supplied to the air stream 24 to the stack 8 via line 26 and metering device 28. The H₂ will be supplied to the cathode side of the stack 8 at a rate sufficient to yield an air stream 24 having an H₂ content of at least about 0.5% by volume and less than about 3.5% by volume. A H₂ sensor 30 monitors the H₂ concentration in the air stream 24, and can be coupled to appropriate devices for controlling the H₂ flow rate.

[0015] Because of the cold temperatures, little if any reaction occurs between the H₂ and O₂ until the gas streams are contacted by the catalysts that form the anode and cathode faces of the membrane. When such contact is made, an exothermic reaction occurs and the heat therefrom is transmitted directly into the MEA. If the stack was shutdown "wet", some ice may form over the catalyst(s) when the stack is frozen. Such ice formation can inhibit contact between the catalysts and the H₂ - O₂, but can readily be removed by heating the feed stream 12 and air stream 24 and flowing them over the catalyst to melt the ice and carry away the water formed before admitting the O₂ and H₂ to their appropriate streams.

[0016] While the invention has been described in terms of specific embodiments thereof, it is not intended to be limited thereto but rather only to the extent set forth hereafter in the claims which follow.

Claims

1. A method of heating a membrane electrode assembly of a PEM fuel cell from a first subfreezing temperature to a second temperature above said first temperature that enhances the rate of the overall electrochemical reaction occurring at the membrane-electrode-assembly, said fuel cell having a membrane-electrode-assembly comprising a pro-

ton-conductive membrane, a cathode catalyst supported on a first face of said membrane, and an anode catalyst supported on a second face of said membrane opposite said first face, comprising the steps of:

- a) supplying a H₂-rich gas to said anode catalyst;
- b) supplying an O₂-rich gas to said cathode catalyst; and
- c) introducing sufficient H₂ into said O₂-rich gas to exothermally chemically react said H₂ with said O₂-rich gas on said cathode catalyst to heat said membrane-electrode-assembly to said second temperature.

2. The method according to claim 1 wherein said H₂-rich gas is supplied at a temperature that is above said first temperature.

3. The method according to claim 1 wherein said O₂-rich gas is supplied at a temperature that is above said first temperature.

4. The method according to claim 1 including the step of introducing sufficient O₂ into said H₂-rich gas to exothermally chemically react said O₂ with sufficient H₂ in said H₂-rich gas on said anode catalyst so as to further heat said membrane-electrode-assembly to said second temperature.

5. A method of heating membrane-electrode-assembly of a PEM fuel cell from a first subfreezing temperature to a second temperature above said first temperature that enhances the rate of the overall electrochemical reaction occurring at the membrane-electrode-assembly, said fuel cell having a membrane-electrode-assembly comprising a proton-conductive membrane, a cathode catalyst supported on a first face of said membrane, and an anode catalyst supported on a second face of said membrane opposite said first face, comprising the steps of:

- a) supplying a CO-free, H₂-rich gas to said anode catalyst;
- b) supplying an O₂-rich gas to said cathode catalyst; and
- c) introducing sufficient O₂ into said CO-free, H₂-rich gas to exothermally chemically react with sufficient H₂ in said H₂-rich gas on said anode catalyst to heat said membrane-electrode-assembly to said second temperature.

6. The method according to claim 5 wherein said H₂-rich gas is supplied at a temperature that is above said first temperature.

7. The method according to claim 5 wherein said O₂-rich gas is supplied at a temperature that is above said first temperature.

8. The method according to claim 1 wherein the concentration of said H₂ in said O₂-rich gas is 0.5% to 3.5% by volume.

9. The method according to claim 5 wherein the concentration of said O₂ in said H₂-rich gas is about 1% to about 7% by volume.

10. A method of heating a membrane-electrode-assembly of a PEM fuel cell from a first subfreezing temperature to a second temperature above said first temperature that enhances the rate of the overall-electrochemical reaction occurring at the membrane-electrode-assembly, said fuel cell having a membrane-electrode-assembly comprising a proton-conductive membrane, a cathode catalyst supported on a first face of said membrane, and an anode catalyst supported on a second face of said membrane opposite said first face, comprising the steps of:

- a) supplying a CO-containing, H₂-rich gas to said anode catalyst;
- b) supplying an O₂-rich gas to said cathode catalyst; and
- c) introducing about 2% to about 7% by volume O₂ into said CO-containing, H₂-rich gas to exothermally chemically react with sufficient H₂ in said H₂-rich gas on said anode catalyst to heat said membrane-electrode-assembly to said second temperature.

11. The method according to claim 10 wherein said H₂-rich gas is supplied at a temperature that is above said first temperature.

12. The method according to claim 10 wherein said O₂-rich gas is supplied at a temperature that is above said first temperature.

13. The method according to claim 1 wherein said first face has a leading edge that first contacts said O₂-rich gas and a trailing edge that last contacts said O₂-rich gas as said O₂-rich gas flows over said face, said O₂-rich gas is flowed across said first face from said leading edge toward said trailing edge at a first rate during the normal operation of said fuel cell, and said O₂-rich gas is flowed across said first face at a second rate greater than said first rate during chemical heating of the membrane-electrode-assembly whereby more of said O₂-rich gas is swept downstream of said leading edge to react on cathode catalyst downstream of said leading edge and thereby heat said membrane more evenly than if the

O₂-rich gas were flowed at said first rate.

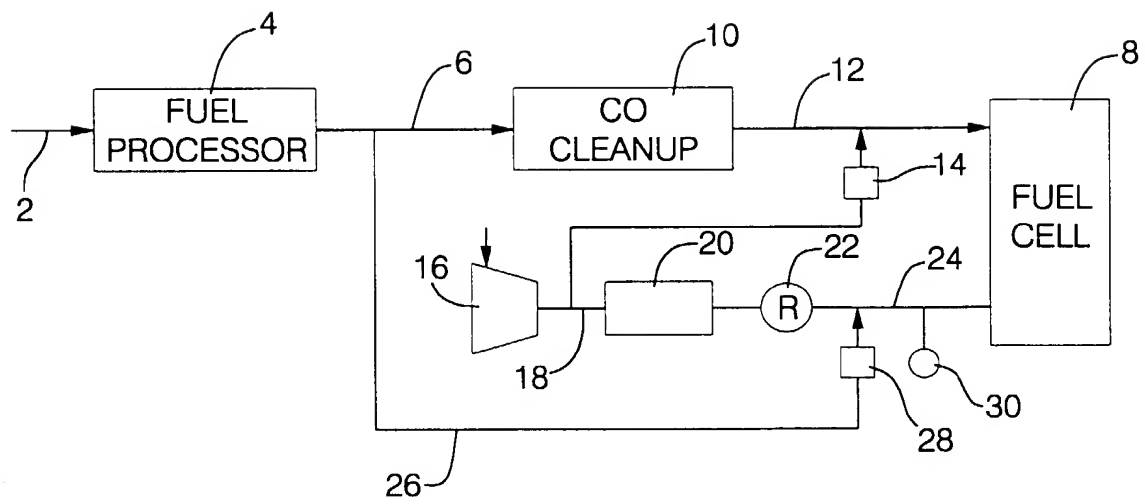
14. The method according to claim 3 wherein said O₂-rich gas is supplied to said cathode catalyst for a sufficient period of time before the introduction of said H₂ to remove any ice from the surface of said cathode catalyst that might otherwise impede the H₂-O₂ chemical reaction that is to occur on said cathode catalyst.

15. The method according to claim 2 wherein said H₂-rich gas is supplied to said anode catalyst for a sufficient period of time before the introduction of said O₂ to remove any ice from the surface of said anode catalyst that might otherwise impede the H₂-O₂ chemical reaction that is to occur on said anode catalyst.

16. The method according to claim 1 wherein said first face has a leading edge that first contacts said O₂-rich gas and a trailing edge that last contacts said O₂-rich gas as said O₂-rich gas flows over said face, and said O₂-rich gas is flowed over said first face from said leading edge toward said trailing edge at a rate that varies from a first velocity at said leading edge to a second velocity at said trailing edge that is less than said first velocity to heat said membrane substantially evenly.

17. The method according to claim 1 wherein said H₂-rich gas is the source of said H₂.

18. The method according to claim 1 wherein air is the source of said O₂.





European Patent
Office

EUROPEAN SEARCH REPORT

Application Number
EP 00 12 4165

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.Cl.7)
P,X	WO 00 54356 A (VON HELMOLT RITTMAR ;MUND KONRAD (DE); GEBHARDT ULRICH (DE); LUFT) 14 September 2000 (2000-09-14) * page 2, line 23-29 * * page 3, line 34 - page 4, line 2 * * page 5, line 1-16 * * claims 1,2 *	1-7,14, 15,17,18	H01M8/04
P,X	US 6 127 056 A (WHEELER DOUGLAS J ET AL) 3 October 2000 (2000-10-03) * the whole document *	1-4,14, 15,17,18	
P,X	US 6 103 410 A (WHEELER DOUGLAS J ET AL) 15 August 2000 (2000-08-15) * column 1, line 47 - column 2, line 7 * * column 4, line 12-27 * * claim 1 *	1-4,14, 15,17,18	
Y	PATENT ABSTRACTS OF JAPAN vol. 013, no. 018 (E-704), 17 January 1989 (1989-01-17) & JP 63 225477 A (MITSUBISHI ELECTRIC CORP), 20 September 1988 (1988-09-20) * abstract *	1-18	TECHNICAL FIELDS SEARCHED (Int.Cl.7) H01M
Y	DE 40 33 286 A (ASEA BROWN BOVERI) 28 February 1991 (1991-02-28) * column 4, line 35-41 * * claims 3-6 *	1-18	
A	PATENT ABSTRACTS OF JAPAN vol. 010, no. 363 (E-461), 5 December 1986 (1986-12-05) & JP 61 158672 A (FUJI ELECTRIC CO LTD), 18 July 1986 (1986-07-18) * abstract *	1,5,10	
The present search report has been drawn up for all claims			
Place of search MUNICH		Date of completion of the search 21 March 2001	Examiner Engl, H
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document			

EPO FORM 1503 03/82 (P04/2001)



European Patent
Office

EUROPEAN SEARCH REPORT

Application Number
EP 00 12 4165

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.Cl.7)
A	PATENT ABSTRACTS OF JAPAN vol. 013, no. 038 (E-709), 27 January 1989 (1989-01-27) & JP 63 236262 A (HITACHI LTD), 3 October 1988 (1988-10-03) * abstract *	1,5,10	
A	PATENT ABSTRACTS OF JAPAN vol. 016, no. 347 (E-1240), 27 July 1992 (1992-07-27) & JP 04 106877 A (MITSUBISHI ELECTRIC CORP), 8 April 1992 (1992-04-08) * abstract *	1,5,10	
			TECHNICAL FIELDS SEARCHED (Int.Cl.7)
The present search report has been drawn up for all claims			
Place of search MUNICH		Date of completion of the search 21 March 2001	Examiner Engl, H
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document	

EPO FORM 1503 03 82 (P04C01)

**ANNEX TO THE EUROPEAN SEARCH REPORT
ON EUROPEAN PATENT APPLICATION NO.**

EP 00 12 4165

This annex lists the patent family members relating to the patent documents cited in the above-mentioned European search report. The members are as contained in the European Patent Office EDP file on
The European Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

21-03-2001

Patent document cited in search report			Publication date	Patent family member(s)	Publication date
WO	0054356	A	14-09-2000	NONE	
US	6127056	A	03-10-2000	NONE	
US	6103410	A	15-08-2000	NONE	
JP	63225477	A	20-09-1988	NONE	
DE	4033286	A	28-02-1991	NONE	
JP	61158672	A	18-07-1986	NONE	
JP	63236262	A	03-10-1988	NONE	
JP	04106877	A	08-04-1992	NONE	

EPC FORM P449

For more details about this annex : see Official Journal of the European Patent Office, No. 12/82

PUB-NO: EP001113516A1
DOCUMENT-IDENTIFIER: EP 1113516 A1
TITLE: Method of cold start-up of a
PEM fuel cell
PUBN-DATE: July 4, 2001

INVENTOR-INFORMATION:

NAME	COUNTRY
ROCK, JEFFREY ALLAN	US
PLANT, LAWRENCE BRUCE	US

ASSIGNEE-INFORMATION:

NAME	COUNTRY
GEN MOTORS CORP	US

APPL-NO: EP00124165
APPL-DATE: November 7, 2000

PRIORITY-DATA: US47036699A (December 22, 1999) ,
US54640400A (April 10, 2000)

INT-CL (IPC): H01M008/04

EUR-CL (EPC): H01M008/04

ABSTRACT:

CHG DATE=20010803 STATUS=O> A method of heating
a cold MEA to accelerate cold start-up of a PEM

fuel cell. The MEA is locally heated from below freezing to a suitable operating temperature by the exothermal chemical reaction between H₂ and O₂ on the anode and/or cathode catalysts. To their end, H₂ is introduced into the O₂-rich cathode feed stream and/or O₂ is introduced into the H₂-rich anode feed stream. □